

An aerial photograph of a complex highway interchange. A central elevated ramp runs vertically through the center of the frame. To the left and right of this ramp are multi-lane highways with several lanes in each direction. The interchange includes several curved ramps and overpasses. There are green grassy areas and some trees interspersed between the roadways. In the upper right corner, there are several large parking lots filled with cars. The overall scene depicts a major transportation hub.

VDOT I-395 HOV/TRANSIT RAMP TO SEMINARY ROAD LONG TERM IMPROVEMENT

**Tom Fahrney, VDOT Commonwealth
BRAC Coordinator**

**March 16, 2011
Alexandria, VA**

Purpose of Meeting

- To address FHWA environmental documentation requirements
- Explain differences between Categorical Exclusion and Environmental Assessment
- Explain public input process during the development of the project
- Obtain initial public input

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HOV/Transit Ramp

Endorsed by City Council, Feb. 12, 2011

- Provides the infrastructure for HOV/transit access to Mark Center
- Helps achieve DoD 40% SOV reduction
- Does not require reconstruction of rotary (lower costs)
- Maintains Seminary Road through traffic third-level flyover
- Shorter project completion schedule
- Within existing VDOT Right-of-Way
- \$80M is exclusively for the HOV/transit ramp

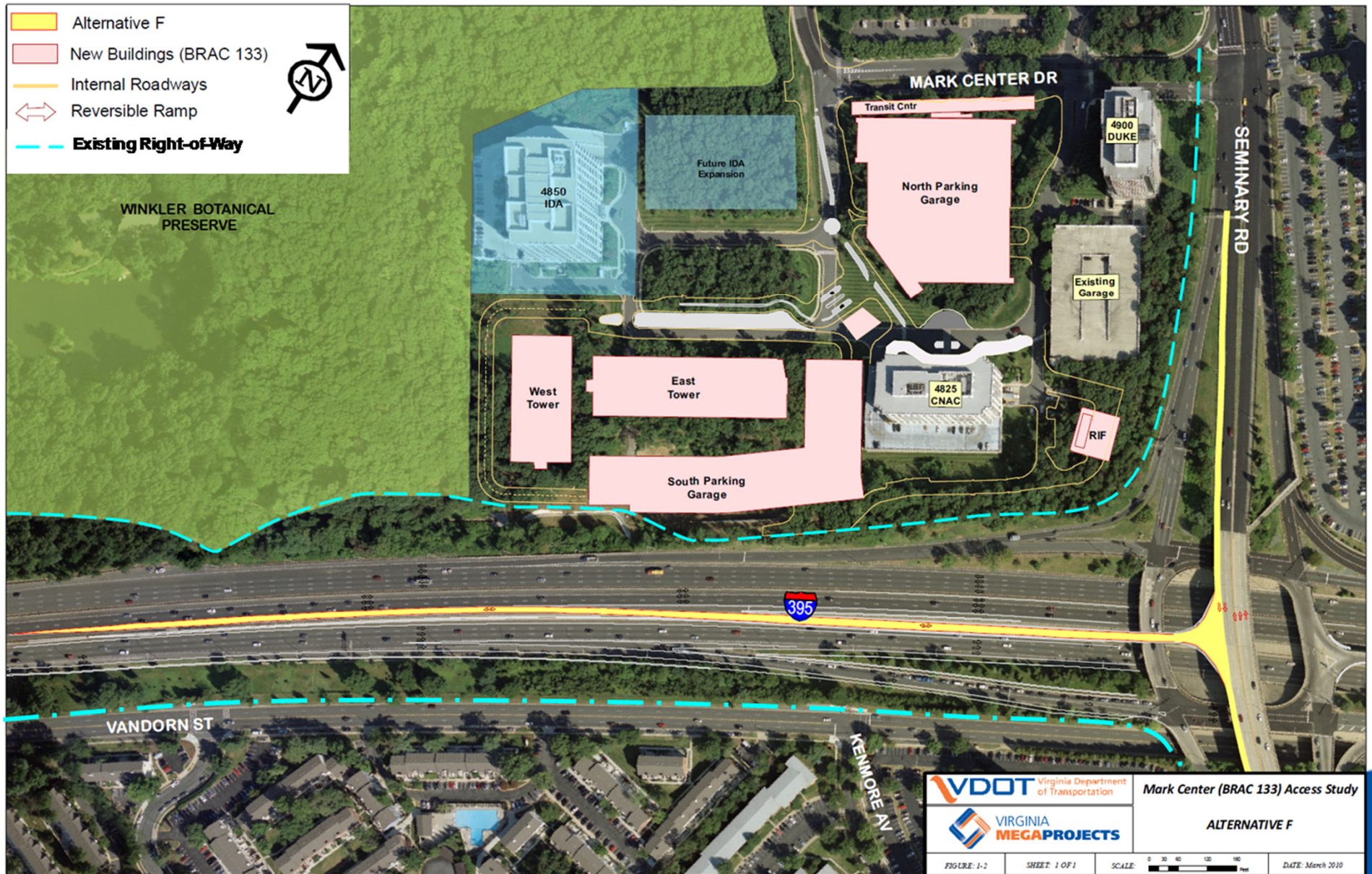
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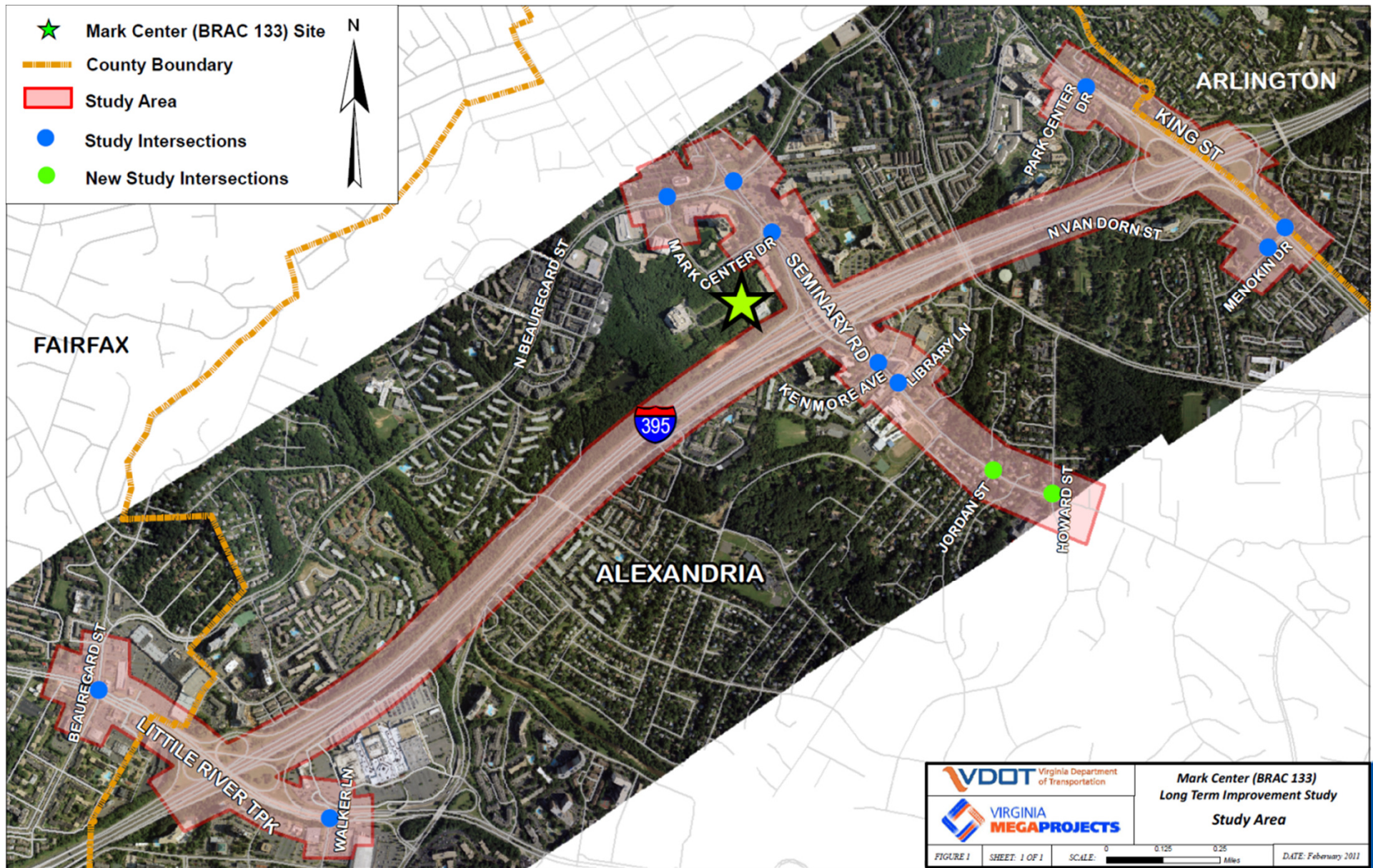


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HOV/Transit Ramp



HOV/Transit Ramp Traffic Study Area



What is NEPA?

- National Environmental Policy Act of 1969 (NEPA)
- Applies to agencies and actions using federal funds
- NEPA allows each federal agency to develop their own NEPA implementing regulations that are consistent with the specified rule making process
- Lead Agency – FHWA determines level of documentation
- FHWA NEPA Policy
- Stakeholder and Public Involvement throughout the Project Development Process through the BRAC-133 Advisory Group and City Council

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The NEPA Process

- Identify purpose and need
- Purpose and need statement for this project:
 - Enhance transportation access to Mark Center
 - Meet existing and future traffic demands of projected 6,400 new employees at the BRAC-133 facility
 - Reduce congestion on I-395
 - Reduce congestion at local intersections and the Seminary Road interchange
 - Promote use of transit and HOV
- Logical Termini and Independent Utility

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NEPA Process

- Categorical Exclusion (CE)
 - No significant environmental impacts
 - Not required to identify alternatives
 - Requires air quality and noise study
 - Minimal relocations
 - Can utilize city's established public information process
 - 6-8 month process

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NEPA Process

- Environmental Assessment (EA)
 - Significance of environmental impacts not clearly established
 - Requires a reasonable number of alternatives
 - Requires air quality and noise study
 - Requires agency public involvement process
 - 12-14 month process

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Preliminary Review of Impacts of HOV/Transit Ramp

| Resource Area | Notes |
|---|---|
| Land Use | All work within existing Right of Way (R/W) |
| Air Quality | The proposal to build an additional lane in the current HOV / Express lanes and a south-facing bus-only ramp at the Seminary Road interchange is already included in the 2009 CLRP for the National Capital Region. |
| Noise | Noise analysis will be required to verify impacts and suitable mitigation |
| Geology and Soils | All impact within existing R/W, previously paved area |
| Prime Farmland | No farmlands |
| Surface Water and Groundwater | No impacts to surface waters with proper BMPs; previously paved area |
| Wetlands | No impacts to wetlands |
| Floodplains | No FEMA-designated 100-year floodplain areas |
| Coastal Zone | No Resource Protection Areas affected |
| Vegetation, Wildlife, and Threatened and Endangered Species | All impact within existing R/W, previously paved area |

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Preliminary Review of Impacts of HOV/Transit Ramp

| Resource Area | Notes |
|---------------------------------|--|
| Cultural Resources | All impact within existing R/W, previously paved area |
| Economic Development | All impact within existing R/W, maintenance of traffic will be implemented |
| Housing | All impact within existing R/W, maintenance of traffic will be implemented |
| Public Services and Schools | All impact within existing R/W, maintenance of traffic will be implemented |
| Services, Shops, and Recreation | All impact within existing R/W, maintenance of traffic will be implemented |
| Environmental Justice | All impact within existing R/W |
| Aesthetics and Visual Resources | Aesthetics and Visual impacts will be evaluated |
| Utilities | All impact within existing R/W |
| Hazardous and Toxic Substances | All impact within existing R/W |

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Categorical Exclusion

- Categorical exclusion means a category of actions which do not individually or cumulatively have a significant effect on the human environment ... and ... for which, therefore, neither an environmental assessment nor an environmental impact statement is required.

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NEPA Process for HOV/Transit Ramp

| | Categorical Exclusion | Environmental Assessment |
|---------------------------------|----------------------------------|--------------------------|
| Noise Study | ✓ | ✓ |
| Air Study | ✓ | ✓ |
| Hazmat | ✓ | ✓ |
| Aesthetics and Visual Resources | ✓ | ✓ |
| Public Involvement | BRAC Advisory Group/City Council | VDOT hearing |
| | | |

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FHWA approved use of a CE on the following VDOT projects

- I-66 Spot Improvements (10/18/06)
- Route 50 widen to six lanes (3/25/08)
- Route 7 widening to six lanes (10/10/08)
- I-66 Ramps for general purpose (9/28/10)








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HOV/Transit Ramp Schedule

| Task | Start | Finish | 2011 | | | | | | | | | | | | 2012 | | | | | | | | | | | | 2013 | | | | | | | | | | | | 2014 | | | | | | | | | | | | |
|---------------------------------|----------|----------|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|------|--|--|--|--|--|--|--|--|--|--|--|-----------|
| | | | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | | | | | | | | | | | | | | |
| Mark Center HOV Ramp | 2/11/11 | 12/16/14 |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1001 d |
| Interchange Modification Report | 2/11/11 | 12/15/11 |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 11 months |
| NEPA (Environmental Approval) | 7/29/11 | 2/9/12 |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 months |
| Preliminary Design | 2/10/12 | 7/26/12 |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 6 months |
| Develop Procurement Documents | 4/6/12 | 7/26/12 |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 months |
| DB Procurement | 7/27/12 | 12/13/12 |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 5 months |
| Design-Build Construction | 12/14/12 | 12/16/14 |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 24 months |

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Questions?

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